

Entertainment.

COMING SOON.

CHIARINI'S GRAND CIRCUS
AND
WORLD-RENOVED ZOOLOGICAL
AGGREGATION.

THERE IS NOTHING IN ASIA TO EQUAL THIS
FIRST-CLASS EXHIBITION.

Look out for future announcements.

L. MAYA,
Secretary.

Hongkong, November 23, 1888. 1974

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship
"Peking," Captain Lewis, will be
despatched for the above
Ports on WEDNESDAY, the 6th Inst., at
Noon.

For Freight or Passage, apply to
DOUGLAS LAIR & Co.,
General Managers.

Hongkong, December 3, 1888. 2033

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
"Peking," Captain Lewis, will be
despatched for the above
Ports on WEDNESDAY, the 6th Inst., at
4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, December 3, 1888. 2036

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamship
"Kangaroo," Captain J. Jones, will be
despatched for the above
Ports on FRIDAY, the 7th Inst., at
8 a.m.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, December 3, 1888. 2027

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Calling at SINGAPORE, JAVA, PORT
DARWIN, QUEENSLAND PORTS,
and taking through Cargo for ADELAIDE,
TASMANIA, NEW ZEALAND, &c.)

The British Steamship
"Peking," Captain Jones, will be
despatched for the above
Ports on FRIDAY, the 7th Inst., at
4 p.m.

Attention is directed to this Steamer's
comfortable Saloon and Cabin Accommoda-
tion, affording excellent Accommodation for First
Class Passengers.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, December 3, 1888. 2034

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

The Co.'s Steamship
"Whangpoo," Captain Jones, will be
despatched for the above
Ports on WEDNESDAY, the 6th Inst., at
4 p.m.

The attention of Passengers is directed
to the Superior Accommodation offered by
this Steamer, which is situated amidships
upon the upper Deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 3, 1888. 2025

THE EAST BORNEO PLANTING COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRA-
ORDINARY MEETING of the
Shareholders of the above-named Company
will be held at the Hongkong Hotel, on WEDNESDAY,
the 19th Inst., at 4 p.m., when the sub-
joined Resolution which was passed at the
General Meeting of the Company held this
Day, will be submitted for Confirmation as
a Special Resolution.

RESOLUTION.

That the Company do purchase for the
sum of \$20,000, a selected block of
5,000 acres of land in British North
Borneo in the vicinity of the
Company's present land, and for that
purpose and to provide for the develop-
ment of the said land, that the
Capital of the Company be increased
by the issue of 1,000 Shares at \$25
per share, of which \$25 shall be paid
up on allotment, \$10 per share on the
1st March, 1889, and the balance
at such time as the Board shall de-
termine.

N.B.—On Confirmation of the above Re-
solution the following proposal will be
submitted to the Shareholders:

That the New Shares be allotted amongst
the Shareholders registered on the
Books of the Company on the 20th
December, 1888, in the proportion
of One New to every Three Old
Shares; and that as to fractional
parts of any such New Shares which
may accrue to any allottees, the
Directors shall invite Public Tender
for the Shares comprised of such
fractional parts, and sell the same to
the highest bidder, and any profit
which may arise from such Sale shall
be distributed in due proportion
amongst the several allottees of such
fractional parts.

By Order of the Directors,
H. SHEPPARD,
Secretary.

Hongkong, December 3, 1888. 2035

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

Directors:—Messrs. P. W. WILLARD
and JOHN F. SHERIDAN.

THIS EVENING.

3rd December, 1888.
Planchette's Charming Comic Opera,
"Les Cloches de Corneville."
CAST OF CHARACTERS.

Honri (Marquis de Corneville) Mr. H. M. Imano
J. a. Grandjean (a) C. Fisher
Bismarck (a) C. Fisher
The Bailiff... A. Sted
Golo... W. Hassan
Notary... Phil. Ray
Old Gaspard (a) Miser... John F. Sheridan
Serpelotte (The Good-for-nothing)... Miss G. Whiteford
Gertrude (Village Maid)... Vera Paley
Suzanne (Maiden)... Nellie Arline
Nanette... E. Leeming

First Appearance of
Miss MAUDIE HARRIS, "GERMAINE,"
(The Last Marchioness)

Performances this week—
TO-NIGHT (MONDAY) WEDNESDAY
SATURDAY, 5th, 6th, 7th, 8th, 9th, 10th,
11th, 12th, 13th, 14th, 15th, 16th, 17th,
18th, 19th, 20th, 21st, 22nd, 23rd, 24th,
25th, 26th, 27th, 28th, 29th, 30th, 31st.

Two Acts of "BOHEMIAN GIRL,"
One Act of "MARIANA," and
"THE ROSE OF AVERGNE."

Hongkong, December 3, 1888. 2024

GOVERNMENT NOTIFICATION.

No. 528.

THE following Particulars of SALE of
CROWN LAND by PUBLIC AUCTION,
to be held on the 5th, 6th, 7th, 8th, 9th,
10th, 11th, 12th, 13th, 14th, 15th, 16th,
17th, 18th, 19th, 20th, 21st, 22nd, 23rd,
24th, 25th, 26th, 27th, 28th, 29th, 30th,
31st, are published for general information.

By Command,
ARATHOON SETH,
for the Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 1st December, 1888. 2030

Particulars of the Lotting by Public Auction.

Sale, to be held on MONDAY,
the 10th day of December, 1888, at 3
p.m., by Order of His Excellency the
Governor, of Twenty Lots of Crown Land,
at Yauwatt, Kowloon, in the Colony of
Hongkong, for a term of 75 years.

Particulars of the Lots.

Registry No. Locality. Boundary Measure. Area. Upset.

1. No. 1. Locality. Boundary Measure. Area. Upset.

2. No. 2. Locality. Boundary Measure. Area. Upset.

3. No. 3. Locality. Boundary Measure. Area. Upset.

4. No. 4. Locality. Boundary Measure. Area. Upset.

5. No. 5. Locality. Boundary Measure. Area. Upset.

6. No. 6. Locality. Boundary Measure. Area. Upset.

7. No. 7. Locality. Boundary Measure. Area. Upset.

8. No. 8. Locality. Boundary Measure. Area. Upset.

9. No. 9. Locality. Boundary Measure. Area. Upset.

10. No. 10. Locality. Boundary Measure. Area. Upset.

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14. No. 14. Locality. Boundary Measure. Area. Upset.

15. No. 15. Locality. Boundary Measure. Area. Upset.

16. No. 16. Locality. Boundary Measure. Area. Upset.

17. No. 17. Locality. Boundary Measure. Area. Upset.

18. No. 18. Locality. Boundary Measure. Area. Upset.

19. No. 19. Locality. Boundary Measure. Area. Upset.

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21. No. 21. Locality. Boundary Measure. Area. Upset.

22. No. 22. Locality. Boundary Measure. Area. Upset.

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48. No. 48. Locality. Boundary Measure. Area. Upset.

49. No. 49. Locality. Boundary Measure. Area. Upset.

50. No. 50. Locality. Boundary Measure. Area. Upset.

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60. No. 60. Locality. Boundary Measure. Area. Upset.

61. No. 61. Locality. Boundary Measure. Area. Upset.

62. No. 62. Locality. Boundary Measure. Area. Upset.

63. No. 63. Locality. Boundary Measure. Area. Upset.

64. No. 64. Locality. Boundary Measure. Area. Upset.

To-day's Advertisements.

CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

ON and after To-day, Mr. A. SAND-
FORD has TAKEN CHARGE of the
Company's BUSINESS at this Port.

H. F. HAYLAND,
Acting Agent.

1st December, 1888.

I HAVE THIS DAY TAKEN OVER CHARGE
of this Company's BUSINESS at this
Port.

A. SANDFORD,
Agent.

1st December, 1888. 2028

PUBLIC AUCTION

OF
HOUSEHOLD FURNITURE,
PICTURES, PIANO, &c.

THE Undersigned has received instruc-
tions from Mr. J. Cook, to Sell by
Public Auction, on

MONDAY,
the 10th December, 1888, at 2 p.m., at the
"STAG HOTEL,"

Queen's Road Central,
THE WHOLE OF HIS
FURNITURE, &c.,

comprising:—
CRITONNE-COVERED DRAWING ROOM
SUITE, MARBLED TABLES, MIRRORS,
LACE CURTAINS, ENVELOPS AND LIONS,
PICTURES, ENGRAVINGS, COTTAGE PIANO,
&c.

EXTENSION DINING TABLES, CHAIRS,
WHITING, SIDEBOARDS, CHOCOLATE, GLASS
AND PLATED WARE, CUTLERY, &c., &c.
IRON BEDSTEADS AND MATTRESSES, WARD-
ROBES, CHEST OF DRAWERS, MARBLED DRESS-
ING TABLES, COFFEY, &c., &c.
CHANDLERY LAMPS, &c.
A QUANTITY OF BED-LINEN AND TABLE-
LINEN, ONE RICKSHA.

Also,
FOUR HANDSOME STREET LAMPS,
And
**HANDSOME TEAK-BUILT BAR FIX-
TURES, COUNTERS, MIRRORS,**
&c., &c.

Catalogues will be issued previous to the
Sale, and the above will be on view on
Saturday p.m.

TERMS OF SALE.—As customary.

G. R. LAMBERT,
Auctioneer.

Hongkong, December 3, 1888. 2029

SHIPPING.

ARRIVALS.

December 1, 1888:—
Doris, German steamer, 771, T. Robin,
Haiphong November 28, and Hoihow 30,
Rice and General.—WHEELER & Co.

December 2:—
Arabic, British steamer, 4,376, W. M.
Smith, San Francisco November 7, and
Yokohama 27, Mails and General.—O. &
S. S. Co.

Bellona, German steamer, 2,061, C.
Haebe, Kobe November 27, General.—
STERNES & Co.

Pekin, British steamer, 509, J. Lewis,
Tientsin November 27, Amoy 29, Taiwan 30,
and Swatow December 1, General.—DOL-
LARD & Co.

Yamato, Japanese steamer, 814, C. N.
Tominaga, Shanghai November 24, and
Wuhu 25, Rice.—STERNES & Co.

Diamond, British steamer, 514, G. Tay-
lor, Manila November 29, General.—RUS-
SELL & Co.

Yonan, Chinese steamer, 937, J. War-
wick, Chinkiang November 28, Rice.—C.
M. S. N. Co.

Heer, German steamer, 388, R. Detlef-
son, Chiofo November 28, Beans.—STERNES
& Co.

Medie, German steamer, 339, H. Merck,
Haiphong November 29, Rice.—WHEELER &
Co.

Triumph, German steamer, from Wham-
poa.

Anton, German steamer, from Macao.

December 3:—
Abeise, German str., 400, John Samuel-
son, Pakhoi November 29, and Hoihow
December 1, General.—WHEELER & Co.

Chingta, British steamer, 1,500, Hunt,
Sydney via Java October 23, Sugar.—BUR-
TERFIELD & SWIRE.

Thyra, German steamer, 664, E. A. Jacob-
son, Chiofo November 27, Beans.—ED.
SCHELLHASS & Co.

Pakshan, British str., 835, James Young,
Bangkok Nov. 24, General.—HOR HING
HONG.

Verona, British steamer, 1,876, Home,
Nagasaki November 29, Mails and General.
—P. & O. S. N. Co.

DEPARTURES.

December 2:—
Fingee, for Whampoa.
Velo, for Whampoa.
Peking, for Whampoa.
Touner, for Whampoa.
Soochow, for Hoihow and Pakhoi.
Tannadice, for Sydney, &c.

December 3:—
Yangtze, for Whampoa.
This Quoc, for Touner.
Morro, for Shanghai.
P. N. Blanchard, for New York.
Griffin, for Shanghai.
Amigo, for Chinkiang.
Kueang, for Shanghai.
Thyru, for Whampoa.
Sardie, for Bangkok.

CLEARED.

Ulysses, for Amoy and Shanghai.
Thales, for Coast Ports.
Triumph, for Haiphong.
Doris, for Haiphong.
Blon, for Bangkok.
Carabro, for Saigon.
Omega, for Manung.

PASSENGERS.

ARRIVED.
Per Doris, from Haiphong, Mr. Allen,
and 12 Chinese.
Per Arabic, from San Francisco, Mr. and
Mrs. Geo. S. Wright, Mr. Geo. Broke, 2
Europeans in steerage, and 520 Chinese.
Per Fokien, from Coast Ports, Mr. Studd,
and 103 Chinese.
Per Diamant, from Manila, Captain and
Mrs. Bray, Mr. Morton and servant, and 140
Chinese.
Per Tonnaz, from Chinkiang, 7 Chinese.
Per Melita, from Haiphong, 5 Chinese.
Per Alving, from Pakhoi, 20 Chinese.
Per Chingta, from Sydney, Mr. and Mrs.
Nelson, Miss Collier, Mr. and Mrs. Kerr,
Mrs. Dalling, and 110 Chinese.
Per Thyra, from Chiofo, 6 Chinese.

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IRON BEDSTEADS AND MATTRESSES, WARD-
ROBES, CHEST OF DRAWERS, MARBLED DRESS-
ING TABLES, COFFEY, &c., &c

block of 5,000 acres of land in British North Borneo in the vicinity of the Company's present land, and for that purpose, and to provide for the development of the said land, that the capital of the Company be increased by the issue of one thousand shares at \$50 per share, of which \$25 shall be paid up on allotment, \$15 per share on the 1st March, 1899, and the balance at such time as the Board shall determine.

Mr. Danby seconded, and the resolution was carried unanimously.

The Chairman: This resolution having been proposed and carried, there will be a meeting of the shareholders, which will be held at a forthright house, say on 17th, and I will then propose a resolution for the allotment of additional shares to the shareholders on the Registry on 23rd December, and this will be in the proportion of 1 share to every three old. To prevent confusion arising from the division of any fractional parts of a share according to certain lots, the Directors propose inviting tenders for the shares composed of such fractional parts, and selling same to highest bidder, and any profits arising from the sale will be distributed in due proportion amongst the several allottees of such fractional parts. This we look on as the simplest method of dealing with the case, but of course it is quite open to shareholders to suggest any method they think preferable. As a matter of fact there will be but few shares to be dealt with. Before separating I desire the gentlemen present would like to hear a few words from Mr. Abrahamson regarding the tobacco lands. (Applause.)

Mr. Abrahamson: I am glad to see the work done. Mr. Chairman, I may state that two large coolie-houses and a powder house have been built, and the managers' house is in course of construction. I may say the managers when they came to the place were far more sanguine of the likely results of the Company's work than I was, and I fully bore out my idea that the soil was quite equal to, if not better than, what they have been working on in Deli. The Company have been fortunate enough to secure the services of a capable manager in Mr. Schuit. He is a Dutch planter who has been managing properties that have always paid a very high dividend. Mr. Schuit's idea is that we can produce tobacco in quantities that will pay very well. At the outset we have had a splendid labour force, and what is more important than anything else, the health of the coolies is first-rate. I estimate that at an expenditure of from \$50,000 to \$50,000 we shall reap from 800 to 1000 pounds tobacco, the value of which may be taken from \$80,000 to \$100,000. The reports concerning the sale of last shipments of tobacco from the country are also highly satisfactory, although the tobacco did not reach the market in a satisfactory condition owing to its having been mildewed. It averaged at the rate of Rs. 1.25, Deli tobacco being at the rate of Rs. 1.10, and as Deli tobacco pays handsomely at that rate, our tobacco will be worth 20 to 25 per cent less than Deli. Altogether I consider our prospects are satisfactory (Applause.)

A vote of thanks to the Chairman terminated the meeting.

HONGKONG RIFLE ASSOCIATION.

NINTH SPOON COMPETITION—200 YARDS.

This competition took place on Saturday at the Recreation Ground, Kowloon, and was won by Mr. A. Shelton Hooper, with a score of 33 points. The shooting was generally very good and above the average. There were 24 competitors:—

Mr. A. Shelton Hooper	33
Mr. E. Robinson	33
Mr. E. Kennedy	31
Mr. E. L. Woodley	31
Sergeant Mann, H.K.P.	31
P. C. D. McLennan	30
P. E. J. Moses	30
Sergeant Major Merson	30
Mr. D. Wood	30
Mr. C. Ford	29
P. O. Gans	29
P. C. A. Watson	29
Mr. E. R. Hooper	28
Mr. C. V. Ladds	27
P. O. McNab	27
Sergeant Bullin, H.K.P.	26
P. J. Sinclair	26
Mr. G. D. Wilkinson	26
P. O. Warnock	26
Mr. F. G. Collins	21
Mr. W. F. Cross	21
Mr. W. Parfitt	21
Colour-Sergeant Dickson	15
Mr. J. Wilmett	14

* Previous winners of the spoon at this range.

THE STEPHEN THOMPSON CASE.

An investigation was held at the Customs Office at Canton on Saturday last into the seizure of Mr. John Thompson's steam launch *Stephen Thompson* for alleged violation of the Tientsin treaty.

On the bench were the Hon. the Deputy; Mr. F. W. White, Commissioner of Customs; and Mr. G. Alabaster, H.B.M.'s Consul at Canton.

Mr. Spinnery, deputy Commissioner of Customs, conducted the case for the Customs, and Mr. Pittman conducted his own case.

Mr. Spinnery said the case about to be investigated was one in which the steam launch *Stephen Thompson* had been seized near Hong Kong, in violation of Article 47 of the British Treaty of 1860, by which it was lawfully treated to places not open by treaty.

The Commissioner, interrupting, referred to the presence of Mr. Webster, who he said could only be a spectator and must not give any assistance in the matter.

Mr. Webster said he was simply a spectator.

Mr. Pittman protested against being tried in such a Court. As a British subject he should be tried by the laws of his country. The Consul said he was not being tried.

The Court was only enquiring into certain circumstances.

David Reid, Captain of the Customs' revenue cruiser *Kwai Tin*, then gave evidence to the following effect:—I seized the *Stephen Thompson* about 2 a.m. on the 16th November at Wai Hai, near West River, off which place she was lying. It was about 11 miles by motor from Canton. I found a flag certificate on board, the name as that now produced by Mr. Pittman. I put Mr. Fauchon in charge till next morning, telling him not to interfere with anything. At 9 a.m. I took the launch in tow and proceeded with her to Canton, where I reported the matter to the Customs.

Cross-examination by Mr. Pittman—I belong to the shore department of the Kowloon office.

Mr. Pittman—I was within the jurisdiction of the shore department of the Kowloon office.

The Commissioner—I am not in a position to state.

once in a way between the offices. Each office is separate, but—

The Consul—I object to the witness being prompted.

The Commissioner—I am not prompting him. I am simply trying to make the question clear to him. (To witness) What is the exact position of the Kowloon office?

The Consul—Please let him answer the question put first. (To witness)—Have you any answer to give?

Witness—I cannot answer such a question as that. I do not know whether Wai Hai is within its jurisdiction or not. (Cross-examination continued)—I was ordered to go to Wai Hai by the coast guard Commissioner, Captain Claydon. There were no passengers on board when I seized the *Stephen Thompson*. They came on board after. I do not know if there was any cargo on board. I saw baggage belonging to the passengers. There was no baggage on board when I seized her. I signed from Wai Hai with the launch in tow, at 9.30 a.m., and reached Canton between 8 and 9 p.m. I do not know what speed I was going at. In all probability my boat was going more than five knots an hour, but how much more I cannot say. Mr. Fauchon is one of the coast guard officers. He was one of my officers on the occasion of the seizure.

Mr. Spinnery—Perhaps it would be well to state in greater detail how you found the *Stephen Thompson*.

Witness—When I arrived up the river about 11 o'clock on the evening of the 15th November, I saw the launch of the *Stephen Thompson* in the West River, near Wai Hai, and I then proceeded in the gig from there out into the West River and down to this place called Wai Hai, where the *Stephen Thompson* was at anchor. What occurred there I have already stated.

Witness—Did you charter the launch?

Witness—No, I was a passenger.

Mr. Pittman—Were you ordered to go and report on this matter to the Customs?

The Commissioner—I object to that question.

The Consul—I do not see any objection to it.

The Commissioner—I certainly object to it.

The Consul—Then I make a note that the question was asked and objected to.

Witness (cross-examined by Mr. Pittman)—I paid my passage money to the collector of the Customs at Canton on the 15th November, paying 60 cents for the passage. There were about 100 passengers in all. The launch stopped at 5 or 6 places on the way, taking up and dropping passengers.

Witness—Did you charter the launch?

Witness—No, I was a passenger.

Mr. Pittman—Were you ordered to go and report on this matter to the Customs?

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The Commissioner—I certainly object to it.

The Consul—Then I make a note that the question was asked and objected to.

Witness (cross-examined by Mr. Pittman)—I paid my passage money to the collector of the Customs at Canton on the 15th November, paying 60 cents for the passage. There were about 100 passengers in all. The launch stopped at 5 or 6 places on the way, taking up and dropping passengers.

Witness—Did you charter the launch?

Witness—No, I was a passenger.

Mr. Pittman—Were you ordered to go and report on this matter to the Customs?

The Commissioner—I object to that question.

The Consul—I do not see any objection to it.

The Commissioner—I certainly object to it.

The Consul—Then I make a note that the question was asked and objected to.

Witness (cross-examined by Mr. Pittman)—I paid my passage money to the collector of the Customs at Canton on the 15th November, paying 60 cents for the passage. There were about 100 passengers in all. The launch stopped at 5 or 6 places on the way, taking up and dropping passengers.

Witness—Did you charter the launch?

Witness—No, I was a passenger.

The Commissioner—Can you describe the nature of your power under that agreement?

Mr. Pittman—I am appointed sole foreign representative.

The Commissioner—That is a very wide term.

Mr. Pittman—Yes, I know it is very extensive.

The Commissioner—Can't you tell me what your powers are under it?

Mr. Pittman—They have marine matters fully in my hands. You can easily get copies of it. The Heppo can get copies with very little trouble.

The Consul was then allowed; and after the lapse of an hour the Hon. the Deputy Commissioner, Mr. F. W. White, who had been sitting in the gallery, rose and said:—

'We are of opinion that there is full evidence of the facts charged against the launch, and we are of opinion that, in accordance with Article 47 of the British Treaty, the launch should be seized.'

The Consul said—I have to express my regret at my inability to assent to this decision, and the case must therefore be referred to Peking.

(The launch was to be released under bond this morning pending the decision from Peking.)

THE KOREAN CRISIS.

Advices from Seoul under date of the 6th inst. report that the Chinese Government had submitted three demands to the Korean Government, and threatened that if the latter showed any disposition to object to them measures would be taken.

The demands were, first, that the King be deposed, and the Crown Prince be elected instead, with his father as regent; secondly, that Korea shall declare herself to be a dependency of China; and thirdly, that Chinese officers should be placed in the army, navy, and judiciary.

The Premier memorialized the King remonstrating against such a course, at the same time sending in his resignation. Judge Denny has also written out a document containing with the matter of threatening the King for his private property. In it there are several clauses calling attention to the fact that this outrage on the part of China should be brought before the world, and also on the day when China attains her independence.

He had heard of the matter in question about three weeks previously, but had deferred moving in the matter until he was certain of the facts. Judge Denny, who has gone so far as even to risk his honor to help Korea against China, is in constant receipt of threatening letters, and has several times met with persons who had designs upon his life, in consequence of which the King has applied to the Japanese Legation for some police to act as his body-guard.

Our Minister refused to comply with this request, fearing that it might involve him in some serious difficulties as experienced some years ago. At the end of last month a British man-of-war arrived at Chemulpo, the Commander proceeding at once to Seoul to apply for the loan of Port Hamilton through the British Minister. After waiting for two or three days for a reply he left the port, leaving word that the place would be occupied according to instructions received from home whether the Koreans would agree to the occupation or not. *Mainichi Shimbun—Japan Herald.*

The same paper says that a telegram has been received from Chemulpo, announcing that a rumour was current to the effect that the King had received an autograph letter from the Czar and that the Chinese Minister was doing his utmost to discover its contents. It is further stated, says the same telegram, that the Korean King is desirous of throwing off the suzerainty of China, and that Russia is disposed to secretly lend him assistance to accomplish the object. It is also rumoured that the Koreans are trying to purchase a man-of-war from Russia, payment for which will be spread over four or five years.

NEWS BY THE AMERICAN MAIL.

The *Arab* arrived yesterday with the American mail of 7th November, and the following telegrams from our exchanges:—

THE Czar's ESCAPE.

St. Petersburg, October 31.—The official statement regarding the accident to the Czar's train Monday is as follows: A train containing the Czar, his family, and suite left Parnovka at seven o'clock on Monday. While passing through a deep gorge near Borok the train left the rails. At the time of the accident the Czar and his family were in the saloon carriage at breakfast. When the first carriage left the track the rest of the train continued on its way, and the carriage containing the Czar and his family was overturned.

The saloon carriage, although remaining on the track, was badly shattered. The roof fell in, but rested on a portion of the side, thus forming a shield for the occupants. It seems incredible that with such heavy occupants the train should have escaped unhurt. But God protected the Czar and his family, who were taken from the debris uninjured. Some other occupants of the train received slight contusions. The only person severely injured was General Schor, who was badly injured in the head.

The train was derailed by the engine, and consisted of several carriages, besides the saloon carriage. The latter was of massive construction. The train was running sixty-five miles an hour. When the first engine left the track it plowed up the road-bed and crushed the rails in the earth. The second engine ran on top of the first and was wrecked. The first and second carriages were also wrecked. They were occupied by court servants and railway officials, among whom was Baron St. Jernoff, chief inspector of railways, who was badly injured. General Vassiloff and his family, who were in the saloon carriage with the imperial family, received contusions.

The Czar and his family remained at the scene some time, giving attention to the injured. Towards evening they returned to Parnovka, and the train continued on its way. Religious services have been held throughout the empire giving thanks for the escape of the imperial family.

The *Grassdamp* contradicts the official report of the accident in regard to the casualties. It affirms that twenty persons were killed, including the Czar's family, a staff courier, three courtiers and eight soldiers of the railway battalion. It also says eighteen others were injured.

The imperial family passed over the Charokoff and Nicolaief Railway last evening on the way to Gatchina. All were well.

The official report of the mishap beyond question due to designs upon the Emperor's life.

The Czar and suite were received at Charokoff with boundless enthusiasm. The Czar visited the injured at the hospital. He was deeply moved, and said he would never forget the reception that was being accorded him.

St. Petersburg, November 1.—The Czar and suite were received at Moscow today

with imposing ceremonies. After spending a few hours in the Kremlin the Czar resumed his journey to Gatchina.

Vienna, November 1.—The disaster to the imperial train at Borok was the result of an attempt by the nihilists to assassinate the Czar and his family. Details received from well-informed quarters say the railway in the Borok district was undermined, and that the mine was sprung as the train passed over, but the explosion was only partial. Had it been complete the entire train would have been blown to atoms.

St. Petersburg, November 2.—The *Grassdamp* publishes further details of the accident to the imperial train in South Russia on Monday. It says that, out of the engines first left the track, but the motive car occupied by the Minister of War left it first. The swerving of the derailed car shattered the preceding and following cars. The flooring of the carriage occupied by the Czar and the Czarina collapsed and the occupants were thrown upon the track. The Grand Duchess Olga and Grand Duke Michael, who were in the next car, were thrown out upon the track and covered with debris, but they there resumed unhurt.

St. Petersburg, November 3.—The *Official Messenger* states that the Czar's foot and the Czarina's hand were injured in the accident to the imperial train on Monday. Despite their injuries the Czar and Czarina devoted themselves to attending to other persons more severely injured. Almost every member of the imperial suite received contusions. Twenty-one attendants were killed and about twenty others were injured, one of whom has since died. Persons on the imperial train confirm the official version of the case, namely, a defective track.

St. Petersburg, November 5.—The Czar has issued a manifesto stating that he had forgiven the people thanks to God for his miraculous escape in Monday's railroad accident.

THE PARNELL COMMISSION.

London, October 31.—The Parnell Commission assembled to-day. Attorney-General Webster asked the Court to enforce its order giving the *Times* counsel permission to inspect the books of the National and Municipal Banks.

Sir Walter Phillimore, counsel for the National Bank, contended that the commission had no power to compel the production of the books.

Presiding Justice Hannen said he would not order the books to be produced, under the color of protecting the privacy of their clients, obstructed the orders of the Court, the Court would be constrained to put its powers into force.

Sir Charles Russell, counsel for the Parnells, intimates that his clients had been obliged to object to the production of the books. The Court then heard formal evidence proving the correctness of the shorthand notes of the speeches from which the Attorney-General quoted in his presentation of the *Times* case last week.

London, October 31.—The Parnell Commission resumed its investigation to-day. Attorney-General Webster, for the *Times*, asked leave to interpose Captain O'Shea as a witness, as he wanted to go immediately to Spain. The witness testified that he had been on good terms with Parnell since the latter's escape from the United States in 1882, and that he had been in communication with him since that time.

Witness did not know Patrick Egan.

Parnell told him that Egan did not know about the negotiations with the Government until after Gladstone's speech in the Commons on 16th November, and then spoke to him of the awkward position he was placed in by Gladstone's speech, and told him the speech annoyed Egan and others. Negotiations then ceased until 1882, when Parnell and Dillon were in jail. Egan was then in Paris. The first proposal for a treaty was made in 1882, and Parnell was offered without the authority of Parnell. He received communications from certain members of the Government replying to the proposals. When Parnell was released from the Kilmainham Jail witness told him of the position of the negotiations, and that Gladstone had been asked to arrange that any answer he might make should be sent to Parnell at Paris. Gladstone's reply was sent to Parnell, who responded in April, 1882.

Parnell, on returning from Paris, saw Gladstone. Parnell was anxious for the release of the prisoners, but Gladstone, but he objected to Brennan's release. Parnell authorized witness to communicate with the Government. Parnell undertook to do his utmost for the suppression of boycotting and outrages. He promised if the Government would settle the arrears of the rent question satisfactorily, he would advise the Government to pay arrears of rent, and would arrange that any answer he might make should be sent to Parnell at Paris. Gladstone's reply was sent to Parnell, who responded in April, 1882.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddler's Wharf.
 6. From Peddler's Wharf to the Naval Yard.
- Section.
7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. From North Point to Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Alvino	3	Samuelson	Ger.	400	Dec.	3 Wieler & Co.	Hoihow, &c.	
Anton	3	Aerobee	Ger.	398	Dec.	3 Wieler & Co.	Hoihow, &c.	
Apennine	3	Hohlmann	Brit.	1340	Dec.	3 Wieler & Co.	Hoihow, &c.	
Arabia	3	Smith	Brit.	4378	Dec.	2 O. & S. S. Co.	Hoihow, &c.	
Bellona	3	Hoesloep	Ger.	232	Dec.	2 O. & S. S. Co.	Hoihow, &c.	
Caribbrooke	3	Hunt	Brit.	973	Nov.	20 Morris & Ray	Hoihow, &c.	
Chingre	3	Ward	Ger.	1500	Dec.	3 Butterfield & Swire	Hoihow, &c.	
Chow-chow-foo	3	Ward	Ger.	796	Nov.	30 Melchers & Co.	Hoihow, &c.	
City of Peking	3	Seabury	Amer.	5079	Nov.	23 M. S. S. Co.	Hoihow, &c.	
Deuteron	3	Ward	Ger.	1197	Dec.	1 Ed. Schellhaus & Co.	Hoihow, &c.	
Diamant	3	Taylor	Brit.	514	Dec.	2 Russell & Co.	Hoihow, &c.	
Doris	3	Robinson	Ger.	771	Dec.	2 Russell & Co.	Hoihow, &c.	
Duke of Westminster	3	Robinson	Ger.	3753	Dec.	1 Adamson, Bell & Co.	Hoihow, &c.	
Elin	3	Young	Brit.	747	Nov.	29 Arnold, Karberg & Co.	Hoihow, &c.	
Falkland	3	Norman	Brit.	500	Dec.	2 Douglas Steamship Co.	Hoihow, &c.	
Genoa	3	Shaw	Brit.	1390	Dec.	23 Butterfield & Swire	Hoihow, &c.	
Ichang	3	Shaw	Brit.	862	Nov.	23 Yuen Fat Hong	Hoihow, &c.	
Kong Beng	3	James	Brit.	339	Dec.	2 Wieler & Co.	Hoihow, &c.	
Metropolis	3	Marok	Ger.	1454	Dec.	1 Takasima Colliery Agency	Hoihow, &c.	
Pakistan	3	Parvis	Brit.	517	Dec.	3 Hop Hing Hong	Hoihow, &c.	
Piccola	3	Wallace	Brit.	2035	Nov.	25 Adamson, Bell & Co.	Hoihow, &c.	
Pilot Fish	3	Stepani	Brit.	161	Sept.	27 H. K. & W. Dock Co.	Hoihow, &c.	
Tataros	3	Petersen	Brit.	1587	Nov.	29 Edward Schellhaus & Co.	Hoihow, &c.	
Thales	3	Hunter	Brit.	1818	Nov.	30 Douglas Steamship Co.	Hoihow, &c.	
Thyra	3	Blanchard	Brit.	664	Dec.	2 Wieler & Co.	Hoihow, &c.	
Triumph	3	Blanchard	Brit.	674	Dec.	2 Butterfield & Swire	Hoihow, &c.	
Victoria	3	Butler	Brit.	1530	Nov.	21 Takasima Colliery	Hoihow, &c.	
Visayas	3	Aubita	Span.	406	Oct.	8 Chinese	Hoihow, &c.	
Sailing Vessels								
Altair	3	Monro	Brit.	796	Dec.	1 Wieler & Co.	Hoihow, &c.	
Arctis	3	Edward	Brit.	117	Nov.	25 Wieler & Co.	Hoihow, &c.	
Arctis	3	Edward	Brit.	117	Nov.	25 Wieler & Co.	Hoihow, &c.	
Arctis	3	Edward	Brit.	117	Nov.	25 Wieler & Co.	Hoihow, &c.	
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Arctis	3	Edward	Brit.	117	Nov.	25 Wieler & Co.	Hoihow, &c.	
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Arctis	3	Edward	Brit.	117	Nov.	25 Wieler & Co.	Hoihow, &c.	
Arctis	3	Edward	Brit.	117	Nov.	25 Wieler & Co.	Hoihow, &c.	
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Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonald	Chelmsford
Audacious	two-screw battleship	6010	10	4880	Capt. John B. Warren	Singapore
Osceola	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Newchwang
Constance	gunboat 3rd class	2380	14	2590	Capt. L. O. Keppel	Yokohama
Cordelia	gunboat 3rd class	2380	10	2420	Captain Henry H. Boys	Yokohama
Esk	g-b. 3rd class coast defence	363	3	340		Hongkong
Esper	gunboat 2nd class	465	4	460	Lieut.-Com. Denison	Hongkong
Firebrand	gunboat 2nd class	1420	8	1130	Captain Chas. J. Balfour	Shanghai
Heroine	gunboat 3rd class	8400	10	1000	Commander William H. May	Hongkong
Impregnable	gunboat 2nd class	4900	10	5500	Captain M. J. Dunlop	Hongkong
Leander	gun-boat 2nd class	755	5	1050	Commander W. Marwick	Hongkong
Linnæa	gun-boat 2nd class	430	4	430	Lieut.-Com. W. M. Martin	Shanghai
Morlin	gun-boat 2nd class	1130	10	1120	Commander J. H. Martin	Hongkong
Mutine	gun-boat 2nd class	850	3	690	Commander R. W. White	Shanghai
Porpoise	gunboat 1st class	715	6	1200	Lieut.-Com. W. U. Moore	Hongkong
Rambler	gunboat 3rd class	1970	12	2360	Captain W. C. Karlake	Singapore
Rattler	gunboat 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Sappho	gunboat 3rd class	159	6	1010	Com. Richard Bingham	Hongkong
Satellite	torpedo mining launch	755	6	1010	Lieut.-Com. A. D. Davenhill	Hongkong
Soleat	gun-vessel 2nd class	95	4	750	Lieut.-Com. Webber	Hongkong
Swift	receiving ship	5167	14	—	Commander Maxwell, A.D.C.	Hongkong
Torpedo Boat No. 35	sleeping ship	925	4	750	Commander Geo. A. Giffard	Singapore
Torpedo Boat No. 36	coast defence ship, armoured	2750	4	1450		Hongkong
Victor Emanuel						
Wanderer						
Wivern						

* Flagship of Vice-Admiral Sir Nowell Salmon, K.O.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abiao	Chilian gunboat	1015	—	—	Captain Fernandez	Amoy
Alcantara	Russian gunboat	890	—	—	Captain Parengo	Nagasaki
Alcon	Spanish cruiser	1908	—	—	Captain D. E. Zulaga	Manila
Argon	French gunboat	470	4	450	Commander Rupo	Nagasaki
Aspic	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Nagasaki
Avrona	Russian cruiser	1100	14	1200	Flagship of Admiral Chandler	Nagasaki
Bobra	U. S. frigate	3900	4	450	Lieut.-Commander Martel	Quinhon
Brooklyn	French gunboat	6000	—	—	Lieut.-Com. Scrydloff	Nagasaki
Comble	U. S. corvette	1375	6	900	Commander Jewell	Shanghai
Dmitry Donskoy	Austro-Hungarian frigate	1900	—	—	Capt. E. Von Wohlgenuth	Manila
Essex	Portuguese transport	1200	—	—	Captain Gagne	Chelmsford
Flammarion	German gunboat	489	—	—	Captain Eickstedt	Singapore
Ilia	U. S. cruiser	1300	—	—	Lieut.-Com. Wiese	Towon
Junia	French gunboat	450	4	425	Capt. N. M. Padriani	Manila
Lutin	U. S. corvette	1000	7	1170	Commander Dyer	Shanghai
Marion	U. S. sloop	1370	6	1470	Lieut.-Com. Henry Glass	Nagasaki
Monaco	Russian gunboat	455	7	60	Commander M. M. M. M.	Corea
Mord	Russian gunboat	1339	9	230	Captain Zarine	Nagasaki
Mord	Russian gunboat	2400	12	1100	Capt. McKair	Shanghai
Mord	U. S. corvette	420	6	550	Lieut.-Com. Craig	Kobe
Mord	U. S. gunboat	—	—	—	Captain M. Foret	Shanghai
Mord	French gunboat	540	—	420	Lieut.-Commander Fourcat	On a cruise
Mord	French gunboat	2200	15	2270	Captain Veron	Hongkong
Mord	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Singapore
Mord	Russian corvette	3500	—	1000	Commander Sudrieff	Corea
Mord	Russian cruiser	600	—	60	Commander Boyle	Singapore
Mord	Russian gunboat	455	7	60	Captain Kohler	Yokohama
Mord	French frigate	5380	12	4280	Commander Marolles	Amoy
Mord	Russian corvette	1330	—	425	Commander Melchoni	Shanghai
Mord	French gunboat	480	4	425	Captain Tredres	Hongkong
Mord	Russian corvette	2950	—	345	Captain Tredres	On a cruise
Mord	Russian gunboat	824	4	340		
Mord	German gunboat	2310	—	—		
Mord	Dutch corvette	2310	—	—		

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THE CHINA MAIL.

Intimations.

HIS DAT QUI QUIT DAT.

SOLDIERS AND SAILORS FAMILIES' ASSOCIATION.

FOR AIDING THE WIVES AND FAMILIES OF MEN OF ALL BRANCHES OF THE LAND AND SEA FORCES OF THE UNITED KINGDOM.

Patron: HER MAJESTY THE QUEEN.
President: H. R. H. THE PRINCESS OF WALES.

A BRANCH of this most useful and beneficial Association, now so widely extended in England and India, has been started in this Military command, under the name of THE HONGKONG AND STRAITS SETTLEMENTS SOLDIERS AND SAILORS FAMILIES' ASSOCIATION.

It is formed for the purpose of aiding the Wives and Families of men of all branches of H. M. Forces now serving or who shall hereafter serve in Hongkong or in the Straits Settlements, and of co-operating generally with the Parent Association in England, by collecting funds and furnishing information about the families of soldiers and sailors serving here, who may need assistance at home.

The Association in Hongkong is under the management of a General Committee consisting of:—

President: Mrs. CAMERON,
Mrs. MAXWELL,
Mrs. H. H. LIVING,
Mrs. BUDSON,
Mrs. CRASHER,
Mrs. MACKINTOSH,
Mrs. NOBLE.

With Mr. THOMAS JACKSON as Treasurer, and the undersigned as Honorary Secretary.

The following extract from the Rules is published for general information:—

5.—Any person being a member of the General or of any branch Committee or being an annual subscriber of not less than five dollars to the funds shall be a member of the Association.

6.—Any donor of not less than fifty dollars and any person who shall have collected and paid to the funds of the Association a sum of not less than Three hundred dollars shall be a Life Member.

7.—Every Regiment or Ship which shall contribute a sum of not less than fifty dollars and every Commandant who may grant the use of his pulpit for a Sermon in aid of the Association, and from whom a like sum of not less than fifty dollars be received shall also be Members of the Association.

8.—Every Member of the Association shall have one vote at the Annual or any Special Meeting of the Association. A Regiment may vote by its Colonel and a Ship by its Captain or other Commanding Officer; or in either case by any Commissioned Officer in Her Majesty's Army or Navy, nominated in writing for the Regiment or Ship by the Colonel, Captain or other Commanding Officer.

9.—All annual subscriptions to the Association shall become due on the 1st day of January in each year, and shall be paid to the Treasurer or the Bankers of the Association; Members joining the Association after the 30th of September shall be considered as becoming subscribers from the 1st day of January following.

Life Members.
Lieutenant General CAMERON, C.B.
The Northamptonshire Regiment.
Major THOMAS JACKSON, R.E.M.T.
No. 5 BATTERY, 1st Brig. E. Div., R.A.
No. 7, 1st Brig. W. " "

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Copies of the Rules may be had on application to the undersigned.
Subscriptions and Donations are earnestly requested.

For the GENERAL COMMITTEE,
JNO. J. FRANCIS,
Hon. Secy.

Hongkong, November 14, 1888. 1916

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.
6.45 " 7.00 "
7.30 " 7.45 "
8.00 " 8.15 "
8.45 " 9.00 "
9.15 " 9.30 "
9.45 " 10.00 "
10.15 " 10.30 "
10.45 " 11.00 "
11.15 P.M. 12.30 P.M.

12.45 " 1.00 "
1.30 " 1.45 "
2.00 " 2.15 "
2.30 " 2.45 "
3.00 " 3.15 "
3.45 " 4.00 "
4.15 " 4.30 "
4.45 " 5.00 "
5.15 " 5.30 "
5.45 " 6.00 "
6.15 " 6.30 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

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